

BRUINS PLAN FOR WINNERS STANLEY CUP

Owner Adams and Skipper Ross After World's Title

Exclusive to Bulletin
BOSTON, MASS., April 22.—Negotiations already have been started by Manager Art Ross of the Boston Bruins for trade or purchase whereby he hopes to mould a team which not only will set into the Stanley Cup hockey arena next season but which will bring the trophy and the world championship to Boston. Ross is that sure that he will win the Stanley Cup that he is willing to take any measure to accomplish his purpose. Chances are that four or five new men will be with the team and if the negotiations go started here fruit there will not be the weakness in the Bruins around next season that there was this year.

Charles F. Adams, the owner, has every confidence in Manager Ross' ability to lead the men who really have the title to Boston, in this ability to develop their play to the standard and in his ability to inspire them to their best efforts.

How Done Well
 In three seasons Ross has succeeded in leading his team in the

Stanley Cup series. The first season he worked under disadvantages which at times had him so discouraged that he felt like tooting the horn. None of the other teams was in the slightest measure disposed to help Boston along. It was at these moments when he felt most depressed, not on his own account but because he felt that he was delivering the goods regardless whether the fact was that the team always receives a pat on the back from Adams, a measure of encouragement and an emphatic refusal to accept his proffered resignation.

Count Barred from League
 One man who will have to be re-barred in the Bruins' backfield is Billy Connor. There is no alternative in his case, for he has been barred from the National Hockey League on order from President Calder, of the National Hockey League, in the Ottawa auditorium.

That Connor should have been the victim of the ruling aimed at the general protection of referees is most unfortunate for him, retiring him from a league in which he has been a conspicuous figure for some years. What it means to the Bruins is more financial than serious from the angle, for the reason that Connor unquestionably would have figured in some line for next season, or else would have been sold. Even so, Connor himself is not the victim of the ruling, as he is not barred from the league, but he is barred from the Bruins, and another year and two he probably would have gravitated to one of the other teams.

As matters now stand there is no reason why he may not land a good berth in one of these leagues, like the Canadian-American for example.

90-Day Dog Racing Planned for Quebec

MONTREAL, April 22.—It is currently reported in greenback racing circles, and with every show of the reports being authoritative, that everything is set for 90 days of "dog racing" in the Province of Quebec this summer.

Three tracks are to be operated at Montreal, according to the reported schedule, to wit: either, that located at Hull and Three Rivers. The same track which located at Hull last summer are named as being active in this latest venture. Recent executives and other officials have been tentatively engaged and inquiries from these concerned as to how all this is to be done with the law as they are, next with the crimping, that "the going to be fixed straight." We'll be able to get it.

One dog-racing track is already established in Montreal, and according to reports reaching here, two more are to be added to a fourth in time for summer operations.

NEW YORK, April 22.—Ruhb Goldberg, the theatre's leading candidate for lightweight honors, has reformed. He will not fight setups any more.

In a crowd of this Manager Hymie Cantor appeared at Madison Square Garden and agreed to let Ruhb fight Billy Allen in a venture on May 25. This indicates a venture spirit, as Allen holds a five-round knockout victory over

BERLENBACH TO TRY COME-BACK

Plans to Fight for the Return of His Lost Crown

NEW YORK, April 22.—Paul Weinbach, former light-heavyweight boxing champion, who has been in retirement on the coast since his fight with the veteran Mike McGuire, informed yesterday that he intended to return to the ring.

Berlenbach, indicated that he was making the best of the situation of the Young Sporting-Tommy Louganovich and Paganis expressed his willingness. It is understood that Berlenbach will take on two other opponents in test bouts before meeting the winner of the Sporting-Louganovich.

Willie Ritola Turns in Fine Performance

Associated Press
NEW YORK, April 22.—Coming out of semi-retirement almost at Willie Ritola, Finnish-American C. distance star, last night elapsed nine and one-half rounds from his own 6,000 yard work record during the 23rd Infantry track season here.

Ritola covered 5,000 yards in 13 minutes, 23.4 seconds and went on to cover the full distance in 14 minutes and 11 seconds.

QUERIQUE, April 22.—Official announcement was made by the Tachereau Friday morning that Alfred Leduc, a prominent businessman of Montreal, would be taken into the provincial cabinet without portfolio. At the same time the premier announced that Mr. Leduc would be the Liberal candidate in Montreal-St. Henri.

American Association
 Kansas City 41 at Indianapolis 3, Milwaukee 81 at Louisville 3, Pittsburgh 100 811 09x-3-9 1

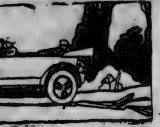
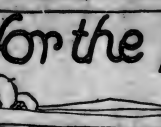
MARKETS, GRAIN, FINANCIAL

RANGE IN GRAIN PRICES

WHEAT—	May	141 1/2	142 1/4	141 1/4	141 3/4	141 1/2
June	139 1/2	140 1/4	139 1/4	139 3/4	139 1/2	
July	137 1/2	138 1/4	137 1/4	137 3/4	137 1/2	
August	135 1/2	136 1/4	135 1/4	135 3/4	135 1/2	
September	133 1/2	134 1/4	133 1/4	133 3/4	133 1/2	
October	131 1/2	132 1/4	131 1/4	131 3/4	131 1/2	
NOVEMBER—	May	129 1/2	130 1/4	129 1/4	129 3/4	129 1/2
June	127 1/2	128 1/4	127 1/4	127 3/4	127 1/2	
July	125 1/2	126 1/4	125 1/4	125 3/4	125 1/2	
August	123 1/2	124 1/4	123 1/4	123 3/4	123 1/2	
September	121 1/2	122 1/4	121 1/4	121 3/4	121 1/2	
OCTOBER—	May	119 1/2	120 1/4	119 1/4	119 3/4	119 1/2
June	117 1/2	118 1/4	117 1/4	117 3/4	117 1/2	
July	115 1/2	116 1/4	115 1/4	115 3/4	115 1/2	
August	113 1/2	114 1/4	113 1/4	113 3/4	113 1/2	
September	111 1/2	112 1/4	111 1/4	111 3/4	111 1/2	
OCTOBER—	May	109 1/2	110 1/4	109 1/4	109 3/4	109 1/2
June	107 1/2	108 1/4	107 1/4	107 3/4	107 1/2	
July	105 1/2	106 1/4	105 1/4	105 3/4	105 1/2	
August	103 1/2	104 1/4	103 1/4	103 3/4	103 1/2	
September	101 1/2	102 1/4	101 1/4	101 3/4	101 1/2	
OCTOBER—	May	99 1/2	100 1/4	99 1/4	99 3/4	99 1/2
June	97 1/2	98 1/4	97 1/4	97 3/4	97 1/2	
July	95 1/2	96 1/4	95 1/4	95 3/4	95 1/2	
August	93 1/2	94 1/4	93 1/4	93 3/4	93 1/2	
September	91 1/2	92 1/4	91 1/4	91 3/4	91 1/2	
OCTOBER—	May	89 1/2	90 1/4	89 1/4	89 3/4	89 1/2
June	87 1/2	88 1/4	87 1/4	87 3/4	87 1/2	
July	85 1/2	86 1/4	85 1/4	85 3/4	85 1/2	
August	83 1/2	84 1/4	83 1/4	83 3/4	83 1/2	
September	81 1/2	82 1/4	81 1/4	81 3/4	81 1/2	
OCTOBER—	May	79 1/2	80 1/4	79 1/4	79 3/4	79 1/2
June	77 1/2	78 1/4	77 1/4	77 3/4	77 1/2	
July	75 1/2	76 1/4	75 1/4	75 3/4	75 1/2	
August	73 1/2	74 1/4	73 1/4	73 3/4	73 1/2	
September	71 1/2	72 1/4	71 1/4	71 3/4	71 1/2	
OCTOBER—	May	69 1/2	70 1/4	69 1/4	69 3/4	69 1/2
June	67 1/2	68 1/4	67 1/4	67 3/4	67 1/2	
July	65 1/2	66 1/4	65 1/4	65 3/4	65 1/2	
August	63 1/2	64 1/4	63 1/4	63 3/4	63 1/2	
September	61 1/2	62 1/4	61 1/4	61 3/4	61 1/2	
OCTOBER—	May	59 1/2	60 1/4	59 1/4	59 3/4	59 1/2
June	57 1/2	58 1/4	57 1/4	57 3/4	57 1/2	
July	55 1/2	56 1/4	55 1/4	55 3/4	55 1/2	
August	53 1/2	54 1/4	53 1/4	53 3/4	53 1/2	
September	51 1/2	52 1/4	51 1/4	51 3/4	51 1/2	
OCTOBER—	May	49 1/2	50 1/4	49 1/4	49 3/4	49 1/2
June	47 1/2	48 1/4	47 1/4	47 3/4	47 1/2	
July	45 1/2	46 1/4	45 1/4	45 3/4	45 1/2	
August	43 1/2	44 1/4	43 1/4	43 3/4	43 1/2	
September	41 1/2	42 1/4	41 1/4	41 3/4	41 1/2	
OCTOBER—	May	39 1/2	40 1/4	39 1/4	39 3/4	39 1/2
June	37 1/2	38 1/4	37 1/4	37 3/4	37 1/2	
July	35 1/2	36 1/4	35 1/4	35 3/4	35 1/2	
August	33 1/2	34 1/4	33 1/4	33 3/4	33 1/2	
September	31 1/2	32 1/4	31 1/4	31 3/4	31 1/2	
OCTOBER—	May	29 1/2	30 1/4	29 1/4	29 3/4	29 1/2
June	27 1/2	28 1/4	27 1/4	27 3/4	27 1/2	
July	25 1/2	26 1/4	25 1/4	25 3/4	25 1/2	
August	23 1/2	24 1/4	23 1/4	23 3/4	23 1/2	
September	21 1/2	22 1/4	21 1/4	21 3/4	21 1/2	
OCTOBER—	May	19 1/2	20 1/4	19 1/4	19 3/4	19 1/2
June	17 1/2	18 1/4	17 1/4	17 3/4	17 1/2	
July	15 1/2	16 1/4	15 1/4	15 3/4	15 1/2	
August	13 1/2	14 1/4	13 1/4	13 3/4	13 1/2	
September	11 1/2	12 1/4	11 1/4	11 3/4	11 1/2	
OCTOBER—	May	9 1/2	10 1/4	9 1/4	9 3/4	9 1/2
June	7 1/2	8 1/4	7 1/4	7 3/4	7 1/2	
July	5 1/2	6 1/4	5 1/4	5 3/4	5 1/2	
August	3 1/2	4 1/4	3 1/4	3 3/4	3 1/2	
September	1 1/2	2 1/4	1 1/4	1 3/4	1 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
August	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
September	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
OCTOBER—	May	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2
June	0 1/2	1 1/4	0 1/4	0 3/4	0 1/2	
July	0 1/					

Year	Percentage
1970	25
1975	28
1980	26
1985	24
1990	22

For the AUTOIST



Ingenious Machines Assure Accuracy In Turning Out Important Parts

This is the fifth of a series of articles on "How the Modern Automobile is Made."

By ISRAEL KLEIN

The greatest accuracy demanded in the construction of the automobile is in the production of the moving parts.

Machines are employed and tools used that cut in the exact measurement, leaving no room for human error. The machines range from the heavy, cumbersome drilling and milling operations to such fine and precise lathes and grinding instruments that diamonds have to be used as cutting surfaces.

Only the setting of the machinery is left to man. The rest of the operation needs only his supervision and the work of replacing pieces as each is completed.

Mechanical Hands.

The aluminum crankcase and the gray iron cylinder block, coming from the foundry, meet a battery of giant cutting and drilling machines in their first course through the factory. Each piece is a masterpiece of precision, and a lathe would handle a toy at a lathe.

They are cut down to size. The holes are bored out smooth and ground square. They are tapered and turned by powerful mechanical hands as they go through these operations.

Finally they are set into a drilling machine where many drills as there are holes to be made in each part cut out their holes within a few seconds.

In grinding and boring, machines work in pairs of hard oil and water, and in some cases of pure oil, to cool the surfaces of the metal and of the metal that is being cut.

The used oil runs to a tank underground, is cleaned of impurities and brought back for further use.

The first operations in the automobile plant are in the manufacture of the parts that go into the crankcase and cylinder block assembly—the crankshaft, the camshaft, the pistons, piston rods, wrist pins and valves.

From Forge to Lathe.

The crankshaft, camshaft and piston or connecting rods are drop forgings of tough steel, forged roughly under heat by their regular shapes by an electric or steam drop hammer.

The other parts are castings or forgings of steel or a hard alloy of steel and chromium, or of nickel and gray iron, to meet individual needs and rigidity in use.

The forged piece is first cut roughly down to size. Then the precision lathe comes in. It is a machine that is used to turn the rough bearing surfaces of the crankshaft and piston rods into the smooth, finished surfaces that are to be in contact with the cylinder walls.

It is trimmed down to its final size by a diamond cutting tool. This diamond cutting tool is of the kind that is used in grinding so finely that no variation from the true size is possible.

Diamond for Fine Work.

The true size of the parts is checked in which diamonds are used to grind the finest and smoothest of surfaces obtainable.

Ordinarily the generator supplies all the electricity for the plant. But the battery registers full charge when the generator is running. The battery registers full charge when the generator is running. The battery registers full charge when the generator is running.

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As the crankshaft turns, the machine shown in the upper photo cuts off all its surfaces at six different angles to proper size. This "contour lathe" is one of the most ingenious devices in the modern auto plant. In the lower photo, another assurance of accuracy is shown in "balancing" pistons by means of a scale.

At least six dimensions may be pointed out in the case of the piston pin machine in the upper end of the connecting rod. Here the engine undergird must serve as a guide for every moving part has to be exact and close fitting to make it durable and workable.

So finely grained are these parts that their glassy surfaces can't show the least grain of a steel particle. The close to accuracy are their measurements that any variation can be detected only through an instrument that multiplies this slight variation into a visible light wave.

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the position and degree of fluctuation where the crankshaft is off balance. He corrects this by drilling a hole out of one more of the counterweights on the shaft. He does it again, drills some more, and continues his test until the light runs straight from the center of the shaft without fluctuating.

TEST WORK: The chassis is taken through the rest of its manufacture.

PARKING UNDER HOTEL. The Auburn Hotel in London has adopted a new plan to solve the parking problem. The hotel has been contracted for the construction of a huge garage under and around the hotel.

Your Next Car AUBURN

The Polly Parrots Are Not All Poor

Upon the sanity of the rich largely depends this nation's welfare. If the wealthy parade price-tags as their measure of values, they encourage others to worship false ideals and to live beyond their means. That is bad economics.

We believe our championing of common sense in automobile buying will receive the endorsement of substantial opinion.

A motor car is first and last a vehicle for personal transportation. As such it is an indispensable utility.

Value depends alone upon what the car does, how it does it and how long it endures . . . upon how well it meets your requirements.

A rapidly increasing number of the wealthiest people are driving Auburn cars because they approve of our method of selling.

We say, "Compare and drive the new Auburn Straight Eight, and if it does not give and do all things you demand of a car, better than any other, you will not be asked to buy."

Why pay more than Auburn prices when you get a better automobile in the Auburn? One proof that it is better is the fact that it beats the stock car record for 1000 miles by more than 8 1/2 miles per hour. Auburn is officially America's Fastest Stock Car.

Other proofs that it is better are BUILT into the CAR ITSELF.

Perhaps some people will always let price determine their choice of cars because they feel it gives them social security. Motor cars nor no other merchandise can do that.

This is an invitation to well-to-do people who prefer not to have thinking done for them . . . for people who are willing to pay what a car is worth . . . for people who are not dependent upon motor cars for "social prestige."

If you want the fine car that is easiest to steer and handle—the car that drives itself—that holds the road better—that does not worry nor fatigue you—that affords comfort not found in more costly cars—that will outperform cars of greater cost—then, Auburn offers you the greatest investment on the market.

Auburn is built for the man who uses the same acumen in buying a car that he does in running his business—the greatest value for the least cost.



America's Fastest Stock Car

AUBURN AUTOMOBILE COMPANY, AUBURN, INDIANA
6-66 Sport Sedan \$2045; 6-66 Sedan \$2150; 6-77 Sport Sedan \$2350; 6-77 Sedan \$2760; 6-88 Sport Sedan \$3250; 6-88 Sedan \$3440; 6-88 7-passenger Sedan \$4160.
F.O.B. Edmonton — Fully Equipped

AUBURN MOTOR SALES
9975 JASPER AVE. Distributors for Alberta PHONE 2475

AUTO REPAIR

We Are The Grinders

Grinding will cut your gas bill

Liberty Machine Works LIMITED
12623 103rd St. Edm. Phone 2948
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TRAVELLERS...

WE RENT CARS BY THE MILE, HOUR or DAY

STORAGE — GASOLINE — OIL — TIRES

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BARGAINS IN SECOND HAND CARS

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EDMONTON SPRING WORKS

ALL KINDS OF AUTO SPRINGS
We repair and install old springs that have lost their tension
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AUTO REPAIRS for every car

NO HOUR too late.
NO DISTANCE too far.
PHONE either of these NUMBERS and we will "TOW IN" your Car:
1253 — Phones — 71311

BUY your USED CAR FROM me and receive MY GUARANTEE.

I'LL PAY cash for CARS to SMASH.

10626-101st Street H.J. "Jim" COLES

FOR REAL SERVICE MORET'S

Rear Dodge Garage, 102nd St. Phone 1830; Residence 71803
All makes of Cars repaired and Overhauled
Reasonable and honest our specialty.

Child Welfare Worker

Is Committed for Trial

Canadian Press. OREGON, Ont., April 22.—H. W. Elliott, superintendent of the local Children's Aid Society, and prominent here through his church connection and activities in the interest of child welfare, was committed for trial today by Magistrate Wilson on four charges of a serious nature alleged to have been committed against wards of the society. The case was heard in camera. The principal witnesses were seven juveniles.

Good Whisky at Price Within Reason Touted

NEW YORK, April 22.—Formation by licensed liquor warehouse owners of a national whisky monopoly with the object of providing "good whisky at a reasonable price" for persons who are ill is being considered by the government, Brigadier General L. C. Andrews, assistant secretary of treasury in charge of prohibition, is reported, said today.

It has Beauty Power Smoothness Economy Comfort

The most complete and satisfying answer ever offered to the demand for a low-priced, high-quality car is presented in the Most Beautiful Chevrolet in Chevrolet History. Nothing that could be incorporated in a comparatively small car, conducive to appearance, performance or comfort has been overlooked in the designing and building of the Most Beautiful Chevrolet. Every detail of construction reflects a quality one would scarcely expect in a car at hundreds of dollars above Chevrolet price.

The new Fisher-built bodies, finished in the most modern shades of Duco—the massive full-crown fenders, the smart bullet-type lamps, the newly-designed radiator—the host of mechanical refinements, including AC oil-filter and AC air-cleaner—the powerful, smooth and responsive Chevrolet engine—all of these contribute to the deep, abiding sense of satisfaction which the owner of the Most Beautiful Chevrolet experiences as he rides and drives in his new car which has caused such unanimous revision of car-values in the low-priced field.

All that you want in a moderately-priced car, Chevrolet gives you, at NEW, LOWER PRICES, the lowest for which Chevrolet has ever been sold in Canada . . . and no other car at or near the price can give you all the advantages which make the Most Beautiful Chevrolet the outstanding automobile achievement of the year.

The Landau Beautiful Chevrolet in Chevrolet History

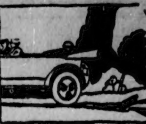
EDMONTON MOTORS, Ltd.

10228-98th Street Edm., Alberta Phone 1941

NEW LOWER PRICES

Standard	\$655.00
Touring	\$750.00
Coach	\$800.00
Sedan	\$850.00
Landau Sedan	\$950.00
Cabriolet	\$950.00
Runabout Delivery	\$650.00
Commercial Chassis	\$490.00
Utility Delivery Chassis	\$490.00

Prices at Factory, Excludes Government Taxes Extra



Partners in Auto Firm



On left, Howard Streeter, and right, Len Pinckston, who with Harry V. Cole have formed the Velie Alberta Motors, a new company which will handle the Velie Motor Corporation products in Alberta.

Velie Alberta Motors Opened Here With Strong Organization

Harry V. Cole, Associated With L. Pinckston and H. Streeter in Deal

That the future of Edmonton and district, and indeed Alberta as a whole, has commanded the attention and admiration of capitalists in Europe and the United States has been for long an established and fully recognized fact. Ample evidence to this effect has been adduced during the past few years. In this respect the automobile manufacturers have not been lagging behind and the most recent demonstration of this is the acquisition to this city of a concern known as Velie Motors, Distributors for Alberta.

That the Velie Motors corporation is determined to enter this field with all advantages in its favor is shown by the fact that the company formed to represent it not only in this city but throughout the province is composed of three of the best known automobile men in the province, Harry V. Cole, L. Pinckston and H. Streeter.

The headquarters of Velie Motors is at 10213 Jasper avenue, and the service garage is situated at 10213 99 street.

Made in Illinois. Velie Motors are made at Moline, Illinois. Five brick buildings with an aggregate floor space of nearly 1,000,000 square feet, covering more than 10 acres of ground are required to house the plant. The corporation's manufacturing facilities for the economical production of automobiles are second to none. The most modern machinery, machinery and equipment, together with a staff of engineers who have always been regarded as leaders in automotive engineering have made possible the superb value contained in Velie Motors.

Harry V. Cole, general manager of the Velie Alberta Motors, is one of the city's best known residents and automobile men. He arrived here on July 1, 1918, and after spending several years in the growing boom time, during which time he worked at both the Bulletin and Journal, he called for overseas service. Serving in the Canadian Expeditionary Force for four years, he returned and upon Corporation products in Alberta.

Well Known Dealer



Harry V. Cole, old-time resident of the city, who will handle, in partnership with Len Pinckston and Howard Streeter, the Velie Motors.

rehabilitation took a step which he said he planned for some time. He entered the automobile business. He took a course in motor mechanics under the guidance of Mr. R. B. Braham, who has and then threw in his lot with the Chevrolet dealers, later becoming for the Edmonton.

Being curious in France Mr. Cole visited this large number of Velie products is used by both the British and United States governments and upon making inquiries was informed that these two governments had contracted for the entire output of the factory. For several years he had been working for a Velie agent in this spring decided to take the step.

Mr. Cole has been prominent in high circles as a player in local theatrical productions. As a stage comedian and as chief of the Night Flyers Vaudeville party. His decision to enter business on his own behalf will be welcomed by a host of friends.

L. Pinckston and H. Streeter, Mr. Cole's two partners, will handle the entire service end of the business. All repairs and adjustments will be made by them personally and a guarantee will accompany each finished piece of work. When other Velie Motors are sold, they will place a guarantee of a job it is a statement to having it in the best there is as the reputation they have in the automobile business.

Mr. Cole has been a member of the "know their goods" in quite a long time.

Mr. Pinckston has had 14 years' experience in mechanical work. He served two years with the Overland products; two years as first mechanic in the Canadian Air force; two years under Prof. R. B. Braham at the University of Alberta, engaged in research work; one year as mechanic for the Edmonton Aircraft, Ltd., and three years as service manager for New-West Motors, former Chevrolet dealer.

Has Long Experience. Like his fellow worker H. Streeter has had 14 years' mechanical experience. Having run with the Chevrolet garage at Regina he came West and was with New-West Motors for six consecutive years. Prior to taking up direct automobile work he went through a three-year training course in motor mechanical work.

"I am enthusiastic over the prospects of success," declared Mr. Cole on Saturday. "The Velie Motors corporation is one of the oldest established companies in the business. Prior to making cars they manufactured coaches and horse-drawn vehicles. During their 13 years' automobile production they have found that at least 90 per cent of their cars are still in service."

Continuing, Mr. Cole said the Velie product was all made in the same factory. "Long Life" is the slogan of the company and Mr. Cole expressed the opinion that no motor car could give more.

3 SPEEDWAYS NOW IN ONE

ST. AUGUSTINE, Fla., April 22.—The three fastest beach speedways in the world have been joined by the new million-dollar bridge spanning Nassau Bay between here and Atlantic Island.

The new connected route extends from Atlantic beach opposite Jacksonville to light terrace, 13 miles south of Daytona beach, a distance of almost 125 miles.

Cars now may race at top speed nearly all the way on beach roads smooth and hard as a billiard table and averaging 150 feet wide at low tide.

The 40 miles from Atlantic beach opposite Jacksonville to Vero beach opposite Ft. Augustine, can be made in as many minutes. The main road is reached by the Vero bridge.

Misleading Signs

It is a commendable part of the new federal highway code that no signs that would mislead the motorist be set up, at least along these approved roads.

That forces a great many garage and refreshment stand owners to take down their "stop" signs and put up others that would advertise their business and not direct traffic.

This rule should help increase the business of such places by the addition of prospective customers who otherwise would "come being misled" enough to have to those signs no matter how hungry they might be or how arduous their night and day.

The real purpose of this rule is to avoid the repetition of Aase's "Wolf, Wolf" anecdote, motorist passing up two or three "stop" signs that meant only an advertisement might disregard the fact that really meant stop, for the sake of safety.

Perhaps the law might soon find a way to force the elimination of the large landscape billboards, especially at curves of the roads.

SAFETY AUTO BORN

An appeal for a definite system of warning signals for automobile horns and an exhaust horn as auxiliary safety equipment for all cars has been issued by the Automotive Equipment Association. Officials believe that such horns will provide greater safety for the pedestrians and greater protection for the automobile driver.

In step with our Ideals we announce ourselves as exclusive VELIE distributors for this territory!

We believe this association will directly benefit many of our friends and patrons.

In the Velie we offer a car that we can whole heartedly recommend—sell—and service. As a car it meets our ideas of what many discriminating motorists have been seeking.

This car, the result of 18 years of progressive automobile experience—is an example of what can be done in the way of manufacturing a soundly engineered car—a car of true individuality and enduring worth at a price within reason.

Style and distinctiveness without extravagance—power and smooth performance with economy—coupled with luxurious comfort afford these motoring pleasures that are associated with costlier cars.

In the Velie we can honestly promise a car which—not only in first cost—but in operating cost—will meet with the ideas of the careful investor.

To those in the habit of making comparisons, we suggest an investigation of the Velie. We sincerely believe that in its beauty—in the performance of its airplane type motor—in its riding comfort—and in the smooth operation of its Lockheed Hydraulic Four Wheel Brakes—you will find what you have been looking for, at a price less than you expected to pay.

Dependability—powerful, smooth performance has always been characteristic of Velie Cars. To these sterling qualities—designing genius has brought a new distinction.

We will invite you to see, ride and drive a Velie at your convenience. This will obligate you in no way and will prove a revelation.



VELIE ALBERTA MOTORS

DISTRIBUTORS FOR ALBERTA

Harry V. Cole—Len. Pinckston—Howard Streeter

Sales Room—10823 Jasper Ave., Phone 5990 Edmonton Service Garage—10219 99th Street, Phone 5262



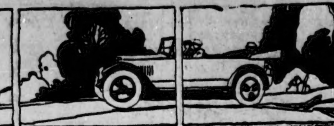
WET DAYS—doubtful days—holidays. Driving confidence depends a whole lot upon good tire traction. Gregory Balloons hold the road on all speeds—because their serpentine tread is a dependable road grip.

GREGORYS will appeal to you in terms of better value because their extra cord strength assures trouble-free, longer wear. Whether it be from garage to office or on the long open run, Gregory Balloons give the best service, the best mileage and the best value for your tire dollar.

Sold only through Fair Price Dealers

GREGORY BALLOONS
THE GREGORY TIRE & RUBBER SOCKET
PORT COQUITLAM, B.C.

Distributor: A. E. NICKERSON, 10155—100a Street, Edmonton



AUTOS AFTER BOREL

The U. S. department of agriculture will spend nearly \$1,500,000 for automotive equipment in its \$10,000,000 666 right against the corn borer this year. This includes an outfit for roadster, tractor, truck and tractor and the gasoline and oil needed to run them.

MORE U. S. CARS

Czechoslovakia's purchases of American automobiles increased more than five times during the past three years. In 1924 only \$250,000 worth of American cars were imported into Czechoslovakia, while for the first 10 months of the past year the figure had risen to \$1,232,000.

Ol' Trusty

By Swan



Speed is Waste

The only advantage gained from speeding is the thrill there is in it. The man who maintains a steady pace at a safe speed gets home only a minute or two later than the speed fiend. He has missed the great thrill of passing on the main of feeling the wind whistling by his ears, of getting the neck of traffic cops.

But the "speeder" has gained in the knowledge that he's driving safely. He has gained economically by conserving his gasoline and put it to no under strain on the car. For it is well known that mileage is better under a steady speed and that the automobile lasts longer when no strenuous demands are made of it.

Furthermore, the steady driver has gained morally in maintaining the good will of his fellow motorists and in not being sworn at or cursed at. The greatest good goes to the motorist and walking public, for steady driving is safe driving; whereby lives and property are not endangered.

There would be little to regret if a sudden burst of speed in a city street were disastrous to the driver responsible for it. But it is the innocent pedestrian or nearby motorist who gets the ill effects.

The speed demand is an economic waste to himself and the public.

MANY AUTO MODELS

There are more than 425 individual types of automobiles, both open and closed, on the United States market. They are the product of 48 manufacturers and they range in price from less than \$100 apiece to \$5,000. This does not include custom-built cars.

READY TO QUIT

STE. SCHOLASTIQUE, Que. April 22.—Times his party is elected to power on May 16, April 22nd, leader of the provincial opposition will step out and leave the post to some one else. He declared at a meeting held here last night.

W. R. Powell of Buffalo, New York, has been named the head of a committee which will conduct a six-month study of traffic conditions in 240 cities in hopes of formulating a uniform traffic code for the entire country. The committee is composed of members of the American Engineering Council.

MORE ABOUT VELIE MOTORS

Continued from Page Fifteen

plan could have been selected, as from all four corners of the world. Velie's durability and longevity were his forte. He thought Velie Motors had arrived at the goal of all makers of quality automobiles, complete manufacturing independence. Every Velie car is practically Velie-built from the ground up, including motor, axle and the composite-type body. Thus, said Mr. Cole, it becomes positively assured that outside sources of supply, the safe margin of over-strength that has been responsible for the long life of Velie cars will now be built into every part under the personal supervision of Velie engineers.

The Velie was not designed for quantity building; the company's ideal calling for a personal supervision of manufacture that is impossible with quantity production, but the economy of complete manufacturing facilities applies to Velie exactly as to cars that are built in larger quantities and use every part like the most costly bodies those that grow the Velie chassis are of the composite type of construction with framework of highest grade, selected wood encased in an armor of steel. The non-drumming, noise-shielding quality in the Velie body comes from the use of wood in the top, quarter, door and other units of framework. After building these units separately, they are assembled with the same care that governs the selection of material and the process of manufacture. Velie use of wood gives strength to the bodies which wood alone does not permit, while the wood frame gives the desired resilience and freedom from rattle, rattles and squeaks. Furthermore, since the wood does not warp, or expand from heat or cold, breakage of glass is eliminated.

The Velie Alberta Motors premises are being entirely redecorated and renovated and Mr. Cole and his partners will be glad to see visitors and show them their complete line of cars, a sampling of the stock as Velie is now represented in Montreal, Winnipeg, Saskatoon, as well as here.

AUBURN IS THE FASTEST STOCK CAR IN AMERICA

Best Previous Record By 8 1/2 Miles Per Hour

Through a blinding sand storm that made the venture an extremely hazardous one, Wade Morton drove a stock Auburn 4-4 for one thousand miles over the speedway at Culper City, Cal., on an average rate of 63.33 miles per hour, setting a new A.A.A. record for such a performance.

The test run was made on March 15th, under the auspices of the American Automobile Association, and was timed by officials from that association. It was witnessed by a

large crowd of people and some 200 auto distributors and dealers, coming out from Los Angeles. The run was made in competition for the Los Angeles Times stock car trophy, a silver cup.

New Record
The record set by Auburn, previous holder of the trophy, with a record of 59.44 miles per hour, by 2 hours 15 minutes and 22 seconds. The Chrysler, a creditable record, was beaten by a margin of 4 1/2 miles per hour.

For the first 30 miles the Auburn averaged 71.33 per hour. Then the sandstorm broke and with the already creditable showing made, Morton was expected to slow down to minimize the danger of driving through such a sand storm.

A Real Test
In the widest figure of the imagination, the average man cannot conceive the difficulties attendant in maintaining an average speed of 63.33 miles per hour for a distance of 1,000 miles, a distance greater than from New York to Chicago by rail. One Auburn stock car negotiated this distance in six hours, one time that is required by the fastest train, while negotiating the same time distance, while the train will change engines several times during the

trip," says E. L. Cord, president of the Auburn Automobile Co.

Time Performance
The significant thing about this run continues Mr. Cord, is the evidence of durability and efficiency as well as the stamina of all of the 7,000 parts that go into these cars. The Auburn factory is turning out every day, rather than the record-breaking speed performance of 11 1/2, however, quite natural that the Auburn organization is pleased with the proof of performance of the automobile they are offering to the American buying public.

Speed attained in this race is secondary in importance, when considered from the attitude taken by the auto industry in recent years. Only yesterday the special built cars built with destruction to attain speed. Now, without seeming effort, a stock car accomplishes the feat.

Proving Claims
The Auburn organization decided to enter this speed test to back up a company policy of proof of the claims made in advertising material.

STEAMER ARRIVALS
Steamer arrivals, April 22.—Ariane, at Saint John from London, England as security for war advances.

Uniform Traffic Code

Started in Southern U.S.

WASHINGTON, April 22.—North Carolina and North Dakota have started the ball rolling along the lines of a uniform traffic code for the United States.

Both states have passed laws that set down penalties established at national traffic conferences. They concern registration of titles to cars, weight supervision of trucks and restrictions as to lights, tires, brakes, horns, mirrors and mufflers and new rules on driving.

FRANCE TAKES GOLD

PARIS, April 22.—The Bank of France acting in behalf of the French government, today paid the Bank of England £22,000,000 and took title to part of its gold deposited in England as security for war advances.

STUCK BY STREET CAR

WINNIPEG, April 22.—Struck by a street car on a downtown street this evening, Miss Mary E. Webb, local resident, had both legs broken and six toes so badly crushed that they had to be amputated. Her condition was reported as "fair" by hospital authorities Thursday night.



No Safer Investment than a New Star Car!

There is no automobile at any price that can be regarded as a safer investment than the New Star Car.

There is no automobile at any price that can offer more quality per dollar.

There is no automobile at any price that has a proportionately higher re-sale value.

Here are the reasons:—

First—because Durant Motors of Canada, Limited, is operated by Canadians along safe, sane business lines.

Second—because Canadian workmen of the highest calibre are equipped with the most efficient machinery and supplied with the finest quality materials.

Third—because stabilized policies mean fewer changes in price and style, while quality in workmanship and materials means more miles of service.

- New Star Car Features**
- Red Seal "L"-hood Continental Motor
 - Full Pressure Lubrication
 - Morse Silent Chain Drive
 - Whispering Acceleration
 - Locomotive-type Brakes
 - Cold Revitted Chain Frame
 - Super-Sensitive Steering
 - Thermosynthetic Controlled Cooling System
 - And Other Quality Features
 - Nation-wide Service Facilities

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